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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

INFORMATION REPORT
REFERENCE COPY

REPORT NO.

CD NO.

25X1A

COUNTRY Poland

DO NOT CIRCULATE

DATE DISTR. 5 December 1952

SUBJECT 1. Krakow Railroad By-Pass
2. Krakow-Przemysl-Lwow Road

NO. OF PAGES 2

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NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

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1. The Nowa Huta foundry is being built at Mogila, a suburb located about ten kilometers from the center of Krakow. According to informant, construction of the foundry was partially carried out by SP (Service to Poland) brigades; each Polish province was required to send SP detachments to Nowa Huta. In the spring of 1950, a short railroad line was laid between Mogila and Biezanow. Biezanow is located about eight miles from Krakow, on the main railroad line from Krakow to Przemysl to Lwow. Trains coming from the east, i.e. from the Soviet Union, to Mogila and to Nowa Huta were required to go through Krakow, but with the building of this new line, all trains were to by-pass Krakow¹ and go directly to Mogila.²
2. A road from Krakow to Przemysl to Lwow, which for the most part parallels the railroad, has been in existence since before the First World War. In 1950, the work of straightening the road was begun. The highway is now much shorter and in general it appears to have been entirely renovated or newly built. In the section from Wieliczka to Tarnow, this improvement is particularly noticeable. The road has been enlarged to a width of fifteen meters with ditches on both sides; its surface consists of two layers of rocks, and the upper layer is composed of paving blocks, large piles of which can be seen at several places along the side of the road.³ The bridges over which the highway passes have been strengthened and constructed of iron and concrete.

1. [redacted] reported that the railroad by-pass east of Krakow was completed. Furthermore, the by-pass was built for the purpose of relieving the strain on the Krakow railroad junction. The by-pass is 23 km. long.
2. [redacted] Comment. Source states that he has neither heard nor read reports in any Warsaw newspapers relating to the opening of this railroad line. He

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believes, however, that the line was completed and that it was not mentioned in the newspapers because it was only intended to be used by freight trains carrying building materials for the construction of the foundry.

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3. [redacted] reported that the road from Krakow to Tarnow was in poor condition and became boggy as soon as it rained.

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